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The fumigation of premises in the city of Panama is now being done on a large scale. A large force is at work to systematically fumigate every house in Panama, and all that can be done to destroy breeding places of mosquitoes is being done. This is necessarily a difficult task, as at this season the supply of drinking water is scarce and the poorer classes of people are compelled to hoard what they can procure in such receptacles as they possess. The work on the water mains from the Rio Grande to the city is being pushed forward as rapidly as possible. However, the sanitary department is confident that the different foci of infection will soon be wiped out, and it is expected that by April 1 the situation will be under perfect control.

Reports from the South and Central American coasts are very meager. All consular bills of health are clean, but they give no idea as to sanitary conditions in the different ports.

Limon, Costa Rica, has imposed a strict quarantine against passengers from Colon. No cases of yellow fever have been reported in that port since last summer.

Since the departure of the officer of the Public Health and Marine-Hospital Service from La Guaira no definite reports reach us from that port. The last consular bill of health states that the same conditions prevail as in years past. All Venezuelan ports are now regarded as infected by the isthmian quarantine service, and all passengers from such ports are to be held in quarantine to complete five full days from date of embarkation. The time required from La Guaira is from three to four days; consequently one to two days' detention is all that is required. Pending the erection of proper detention barracks at this port such passengers will be allowed to complete their period of detention on board the vessel, should the vessel remain long enough in port. If not, they will be sent, under guard, to the detention house in Panama.

Clean bills of health are also being issued at the Colombian ports, Savanilla and Cartagena, but nothing is known about the conditions in those places, and, therefore, as a precautionary measure, all passengers who are not considered immune are allowed to land, but are held under observation by the health officer at their lodging places until the five days from date of embarkation are completed. This period is generally from three to four days. The large majority of passengers from these ports are natives long resident on the coast and may be looked upon as immunes.

*Inspection of vessels—Fumigation of steamship Viscaina for Sagua la Grande, to destroy mosquitoes.*

During the week ended February 18, 1905, the following vessels cleared for ports in the United States and were granted bills of health.

Norwegian steamship *Ellis*, for Mobile, via Bocas del Toro, February 15, with 33 crew and 23 passengers.

American steamship *Allianca*, for New York, February 15, with 68 crew and 49 passengers.

British steamship *Chancellor*, for New Orleans, via Mexican ports, February 17, with 44 crew and no passengers.

British steamship *Viscaina*, for a port in the United States, via Sagua la Grande, Cuba, February 17, with 22 crew and no passengers.

The following remark appeared on all bills of health: "During the

week ended February 18, 1905, three new cases of yellow fever and one death were reported in Panama."

The British steamship *Viscaina*, bound from this port for Sagua la Grande, Cuba, was fumigated by the Isthmian quarantine service at the request of the steamship company.

#### PHILIPPINE ISLANDS.

*Reports from Manila—Plague and smallpox—Inspection, fumigation, and disinfection of vessels—Quarantine transactions, December, 1904.*

Assistant Surgeon Long reports, January 18 and 25 and February 1, by direction of Chief Quarantine Officer Heiser, as follows:

During the week ended January 14, 1905, quarantinable diseases were reported for the city of Manila as follows:

*Smallpox*.—One case, no deaths.

*Plague*.—Three cases, 3 deaths.

During the week the following vessel cleared for a port in the United States:

On January 14, 1905, the U. S. army transport *Logan* for San Francisco, via Nagasaki, Japan, and Honolulu. Crew and steerage passengers were bathed, and their effects and baggage disinfected at the Mariveles quarantine station. Vessel partially disinfected. Cargo and cabin baggage inspected and either passed and so labeled or disinfected. All persons on board, 177 crew, 123 cabin, and 882 steerage passengers, were inspected at hour of sailing.

During the week ended January 21, 1905, the only quarantinable disease reported as having occurred in the city of Manila was one case of smallpox.

During the week the following vessel cleared for the United States:

On January 16, 1905, the American steamer *Tremont*, for Seattle, via China and Japan ports. Vessel was fumigated and disinfected throughout while in port. All persons on board were inspected at hour of sailing. Cargo was inspected and either disinfected or passed.

During the week ended January 28, 1905, there was reported as having occurred in Manila the following quarantinable disease:

*Smallpox*.—Three cases, 1 death.

During the same week vessels cleared for the United States as follows:

On January 25 the American bark *Alta* for Port Townsend. The vessel was fumigated throughout. Crew inspected on board prior to sailing.

On January 27 the British steamer *Dragomar* was granted an original bill of health to Boston and New York via Cebu. Vessel was fumigated throughout. The final inspection of personnel will be made at Cebu.

On January 28 the American steamer *Lyra* for Tacoma via China and Japan ports. Crew were inspected on board at hour of sailing.